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# Hongkong Daily Press.

ESTABLISHED 1857

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PER CASE, PINTS \$50; QUARTS, \$48.

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Who have consigned their Brands to Hongkong  
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Fine Old HIGHLAND WHISKY,  
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SIEMSEN & CO.

Hongkong, 1st January, 1901.

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PRICE \$10.75 PER DOZEN

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Distillations of the  
Finest Scotch Whiskies

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7.30 a.m. to 8.00 a.m. ... Every 10 minutes.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.30 p.m. to 5.30 p.m. ... Every 15 minutes.  
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.  
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8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.  
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9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
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12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 7.00 p.m. ... Every 10 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.  
NIGHT CARS on Week Days.  
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Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
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Hongkong, 1st April, 1901.

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tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Bargains can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.  
MCKIRDY & CO.,  
43 & 43A, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901.

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**PORTLAND CEMENT.**

\$5.50 per Cask of 37½ lbs. net ex Factory.  
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Hongkong, 1st June, 1901.

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CHAMPAGNE GROWERS AND  
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Ship only the Finest Quality  
Extra Dry (Green Seal)  
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Special Offer for TWO MONTHS ONLY of our Surplus Stock of THIN AUTUMN  
SUITINGS at the following Exceptional Prices:—

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**CROWN BRAND**



**AERATED WATERS.**

DELICIOUS IN FLAVOUR AND ABSOLUTELY PURE.

SOLE MAKERS OF CINCHONA TONIC & CLARADE.

**WATKINS, LIMITED,**

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT**

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

**THE ELITE OF WHISKY:—**

**THE "PALL MALL."**

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**

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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

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WINE AND SPIRIT MERCHANTS.  
15, Queen's Road,  
Hongkong, 25th September, 1901.

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THE GREAT REMEDY FOR  
INDIGESTION, DYSPEPSIA, FLATULENCY  
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THE "TIMES" ATLAS: containing 132 Pages of Maps and comprising 196 Maps and an Alphabetical Index of 150,000 Names. Price ... \$25.00.

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SLAZENGER'S E.G.M.  
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Price ... \$16.00 each.

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HAVE RECEIVED A NEW STOCK OF SOFT FELT HATS IN ALL SIZES  
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LEATHER TRUNKS, BRIEF BAGS, DRESS SUIT CASES, &c.  
Are now being Shown.

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INDIAN CIGARETTES, BRIAR PIPES, CIGARETTES and TOBACCOES in Great Variety.  
WINSOR and NEWTON'S OIL and WATER COLOURS.  
T SQUARES and SET SQUARES.  
DRAWING PAPER, Large Size by the Yard.  
MATHEMATICAL INSTRUMENTS.  
SLAZENGER'S and FORRESTER'S TENNIS RACQUETS, TENNIS BALLS, &c.  
TRACING PAPER, TRACING LINEN, BADMINTON CRICKET, FOOTBALLS.  
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MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c., "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum or Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR" ASBESTOS "BOILER JOINTS" AS SUPPLIED TO H. M. and other FOREIGN NAVIES. ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Quality. "CAURICAIDE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.  
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
Chief Superintendent ... THOMAS SKINNER.  
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## SALAD OIL AND PURE WINE VINEGAR.

BESEDE OIL.  
EXTRA SUPERFINE VIRGIN CLARIFIED ... 20.90 per Bottle  
PURE LUCCA OIL ... 0.90  
EXTRA SUPERFINE (in Tin of 1 Gallon) ... 4.00  
Special Price for Quantity.

PURE WHITE WINE VINEGAR (a l'etrageon) ... 0.60  
RED ... 0.40  
LITER

**G. GIRAULT.** 6, QUEEN'S ROAD.

**B. J. BARLOW,**

CONSULTING ENGINEER, SURVEYOR  
AND CONTRACTOR.

PLANS and Specifications supplied for any Class of Engineering Work. Marine Work a Specialty: Designs prepared for Small Coast Steamers, Light Draught Vessels, Dredgers, Tug-Boats, Launches and Barges of any Class or for Special Requirements. New and Repair Work Supervised. Contractor for the Supply and Erection of any type of Machinery.  
Telegrams "BARLOW," Hongkong.  
Telephone No. 74.  
P. O. Box No. 110.  
OFFICE—0, QUEEN'S ROAD CENTRAL.  
B. J. BARLOW.  
Hongkong, 12th June, 1901.

NOTICE.

A DINNER will be given to the Members of the Straits and Shanghai Cricket Teams during the week ending 16th November, at the City Hall.  
Subscription \$16.  
Lists for Subscription will be exhibited at the Hongkong Club and the Cricket Club, or Names may be sent in to the undersigned.  
Care of Messrs. Caldbeck, Macgregor & Co. Hongkong, 23rd September, 1901.

NOTICE.

WE have This Day REMOVED our OFFICES to the P. & O. BUILDING, SECOND FLOOR, No. 22, DES VOEUX ROAD.  
BENJAMIN, KELLY & POTTS,  
Share and General Brokers.  
Hongkong, 21st September, 1901.

## HOTELS.

### HONGKONG HOTEL

A First Class Hotel in every respect  
Elegantly Furnished Reading, Music, and Smoking Rooms.  
Dining Accommodation for 250 persons  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor.  
CHARGES MODERATE.

THE

### PEAK HOTEL.

City Office: 7, Duddell Street.  
HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The Peak, near the Tram Terminus.  
For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900.

**THE WAVERLEY HOTEL.**  
ICE HOUSE STREET, HONGKONG.

### FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.  
Very MODERATE TERMS to FAMILIES by the DAY or MONTH.  
THE CONNAUGHT HOTEL

### A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.  
Special Attention paid to the Comfort of Guests.  
Cuisine excellent; under Experienced Management.  
Terms Moderate.

A. FONSECA,  
Manager.  
Hongkong, 1st December, 1899.

### "BOA VISTA" HOTEL, MACAO.

THE SANITARIUM OF SOUTH CHINA.  
Macao is 40 miles West of Hongkong, and the trip is made each day (Sundays excepted) by the Steamer "HUANGSHAN," Capt. W. E. CLARKE, leaving Hongkong at 2 p.m. and Macao at 8 a.m. Connection made at Macao with Company's Steamer to and from Canton.  
Cable Address—"Boavista."  
CLARKE & CO.,  
Proprietors.

For Terms, apply to  
MANAGER

**HING KEE HOTEL.**  
(Established 1873)  
MACAO.

THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE" 11682

FOR SALE IN ANY QUANTITY.

**7,000 ENGLISH BOLTS, 6 inches to 14 inches.**  
**1,000 ENGLISH WHITE-GLAZED TILES.**

PRICES ON APPLICATION TO  
C. E. WARREN.  
Hongkong, 23rd September, 1901.

### GERMAN SCHOOL ASSOCIATION.

THE WINTER TERMS commence on the 1st October, a.c. Parents desirous that their Children should join, will please communicate with the Headmaster, Pastor KRUELE, at the School Room, Union Church, Kennedy Road, on week days between 9 a.m. and 12.30 p.m., or with the undersigned.  
PAUL BREWITT,  
Hon. Secretary.  
19, Queen's Road, 2nd Floor.  
Hongkong, 17th September, 1901.

FOR SALE.

THE WAGER "KISMET," Winner of the Maiden Stakes and Derby, Hongkong Meeting, 1901.  
Apply to—  
J. W. KEW,  
No. 20, Des Voeux Road.  
Hongkong, 18th September, 1901.

## INTIMATION.

A. S. WATSON &amp; CO.,

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WINE MERCHANTS.

ESTABLISHED A.D. 1841.

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CELEBRATED

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BLEND.

VERY OLD LIQUEUR

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WHISKY.

Pronounced by Connoisseurs to be the

BEST BRAND in the FAR EAST.

Per Dozen

\$15.00

A. S. WATSON &amp; CO.

LIMITED,

THE HONGKONG DISPENSARY.

The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 25th September, 1901.

Like all other Reports prepared by our zealous Medical Officer of Health, Dr. FRANCIS CLARK'S Report on the Epidemic of Asiatic Cholera (Plague), during the half-year ended 20th June, 1901, has the hall-mark of thoroughness and earnestness stamped on every paragraph. There is, however, one unsatisfactory feature about it: a reference to the lateness of its issue. The document is dated July 20th; but it was not published by Government till the 21st September, i.e., exactly nine weeks after it first saw light. Such intrinsically important documents, one would think, might be treated with more reasonable expedition, and sent forth to the world at large with less delay—delay, we hasten to add, for which Dr. CLARK seems in no way responsible. This year's epidemic, with its tale of 1,487 reported cases for six months, as shown by analytic reference to Appendix D, is by far the most serious outbreak we have had to contend with since 1894, when the disease first showed itself. The years 1898 with 1,312, 1896 with 1,116, 1899 with 1,073, and last year with 764 known cases during the same half-yearly period, come next in order of virulence. The figures for this year are not so alarming as they at first sight appear. There can be no room for doubt that whereas in the earlier outbreaks, notably in 1894, 1896, and 1898, the native sections daily left us by thousands during the worst stages of the disease, this temporary exodus from our shores has not this year been nearly so marked. Those who were resident here in 1894 will not readily forget the absolutely empty, deserted look of our business thoroughfare, Queen's Road Central, during the darkest days of the scourge. Grass never sprang up in it, as it did in London in 1665, but its dreariness was oppressive, and its silence appalling. The greater severity of this year's epidemic is more apparent than real; and, could the daily death-rate be worked out in percentages of the actual population resident on our island for each day—such statistics, unhappily for this purpose, are not available—this fact would be demonstrated as conclusively and logically as one of Euclid's propositions. The Sanitary Board's methods of tackling the problem are less crude, more persuasive,

and more appreciably effective now than then: there is now, also, a certain measurable amount of understanding between the authorities and the general mass of people, which did not formerly exist. In his terse summary of the history of the twenty-six European cases that occurred in the first six months, Dr. CLARK incontestably proves the more or less direct association of rats and plague. Out of thirty men, too, engaged in collecting rats, seven of them died of plague within the half-year under notice; and of five others who left the Colony sick, two are said to have succumbed on the mainland—a gruesome total of 30 per cent. The total number of rats paid for this first half-year exceeds that for the whole of 1900, so that the inroad made on this class of rodent must be extensive. The charted rise and fall in the diurnal number of bubonic cases closely follows that of rat mortality. There can be thus no question as to the intimate relationship existing between the two collated series of facts. Appendix B is an account of experiments conducted with the virus contagiosus of Professor DANTZ, the results, as far as the feasibility of rat-extermination is concerned, are not satisfactory. After a certain stage has been reached, the rats refuse to eat the dead bodies of their infected friends, whose corpses would then become a noisome nuisance, if not a positive danger. Dr. CLARK does not recommend the use of this virus. A similar conclusion has been reached by an American scientist. It is peculiarly gratifying to learn that a very considerably smaller proportion of dead bodies was dumped into the streets and harbour this year than in previous years. On the other hand, more sick adults and children, to all appearances forcibly ejected by their fellow lodgers and relatives, have been cast adrift on the highways and by-ways, in order to evade disinfection of the premises. This heartless practice is pointed out as a powerful reason for a more vigorous and urgent policy of house-cleaning and disinfection during the dormant period. Such increased activity, as Dr. CLARK states, involves the acquirement of additional legal powers by the Sanitary Board. By-laws framed in this direction, have been drafted and submitted to the proper authorities for the approval of the Legislative Council. A rigorous system of house-to-house visitation, in the opinion of Dr. CLARK, and indeed in that of all intelligent observers, is of the very utmost value during the sporadic, as opposed to the epidemic, season. This is especially the case when we consider the numberless cunning devices adopted by the natives to conceal their sick and to get rid of their burden of dead. Children, coolies, domestic servants, the unemployed, and sewing-women, in the order named, are the classes of the community that have furnished most victims this year. Health Districts IV, IX, II and V, i.e., the Central, Saiyung, East, and West Central sections of the City of Victoria, and Health District XI on the promontory opposite, given in order of intensity, have contributed the biggest number of cases. The Report with its four Appendices of carefully tabulated matter, and its two accompanying charts, is one that merits the minute attention of all who profess to have the sanitary welfare of our growing community at heart.

It is stated that Mr. OSBERT CHADWICK has been appointed to the Commission which is to inquire into the sanitary condition of the Colony, and will act in conjunction with Professor SIMPSON. No official communication has yet reached the Petitioners to confirm these appointments, but there is reason to believe these experts have been selected. Reference has already been made in these columns to the appointment of the medical expert, whose nomination, we believe we are correct in stating, is not viewed with much favour by the local Government owing to his being a strong man and apt to give vent to his opinion. The administration of the local Government has been so much criticised of late that it may pardonably fear the advent of a strong independent commission of inquiry. The appointment of Mr. CHADWICK as the engineering expert is viewed with mingled feelings by the community. No one doubts the ability of such an eminent expert, for it is generally believed that had his recommendations been carried out, and not in numerous instances either tampered with or trifled with or ignored entirely, the necessity for such a Commission would not now exist. Fortunately Mr. COOPER, the real originator of the existing system of drainage, will not be here to persuade Mr. CHADWICK, as he undoubtedly did in the past, but the fact remains that the Committee who originated the Petition discussed very fully the possibility of Mr. CHADWICK's being again sent and were unanimously opposed to his reappointment. There is no reason to believe that on this the opinion of the Committee has altered. The Petition asked for an independent expert, and though Mr. CHADWICK may be an able engineer and familiar from experience of the conditions prevailing in Hongkong with our

essential needs, yet his having filled for some years the position of consulting engineer to the Hongkong Government disqualifies him if that condition is to be adhered to. At present he is a servant of the Government whose administration he is called to investigate and judge, and is scarcely likely to condemn methods which he may have initiated and which from experience have been found unsuitable. We feel we are expressing the feeling of the community in stating that while there will be no formal objection made to his appointment, yet much disappointment will be felt if he should arrive, for the reason that the wishes of the community for an independent expert have not been recognised. Such, however, emphasises the greater need of the medical expert being a strong and a capable man.

The legal profession in the Colony will meet at the Supreme Court this morning at ten o'clock for the purpose of expressing their sympathy in connection with the sudden death of Mr. J. J. Fane, K.C.

It is reported that the French Government has purchased one of the hotels at Macao, which will be used as a naval hospital. The same building, we believe, was also offered to the British and American Governments.

The Earl of Donoughmore, so well known here as Lord Suirale, private secretary to Sir H. A. Blake, is shortly to marry Miss Emma Grace, second daughter of Mr. and Mrs. Grace, of Porters, Shenley, Herts, and 40, Belgrave Square.

It appears that the damage caused by Sunday night's fire at 369, Queen's Road Central was far more considerable than was at first stated, and that the top story was considerably damaged. The figures given were very wide off the mark.

As several of our readers have filled up the papers circulated by us in our issue of Monday on behalf of the Private Chair and Rickshaw Coolie Commission and sent them to this office, we take the opportunity of pointing out that they should be sent to the Secretary of the Commission, Supreme Court.

In reviewing the evidence adduced at the reopened enquiry into the recent disastrous collapse of houses in Cochrane Street, Mr. F. B. L. Bosley, Crown Solicitor, on Monday afternoon said:—"It was no excuse in law, because a man had no time to do a certain duty, that duty should remain undone." The words in italics were omitted from our report.

A meeting of the Licensing Court was held at the Magistracy yesterday afternoon, Mr. F. A. Hazeland, Police Magistrate, in the chair. Mr. F. H. Kemp, Acting Police Magistrate, and Mr. C. A. D. Melbourne, chief clerk at the Magistracy, were present. The business was to consider an application from John Lacey for a publican's license for the Bay View Hotel. The application was granted unanimously.

The other day Store-Sergeant Williams, Central Police Station, gave a coolie a chit for fifteen cents for carrying medicine from the Government Civil Hospital, and told him to give it to a certain *lukong*, who would get him the money. The *lukong* took the chit from the coolie and paid him the fifteen cents out of his own pocket. Then, with a couple of strokes of the pen, he altered the figure "1" to "4," and took the chit to Inspector McNab, to whom he presented it. The Inspector thought forty-five cents rather a stiff price to pay a coolie for carrying medicine, and consequently made enquiries. The fraud was detected, and the enterprising *lukong* at the Police Court on Monday got six months for his smartness with the pen.

At a meeting of the Court of the College of Medicine for Chinese, held at noon yesterday in the Legislative Council Chamber, and presided over by the Hon. J. H. Stewart Lockhart, C.M.G., Rector of the College, the following resolution recognising the services of the late Mr. Francis to that institution was adopted:—"That the Court of the Hongkong College of Medicine for Chinese desire to express their profound regret at the sudden death of Mr. J. J. Francis, K.C., Standing Counsel of the College since its foundation in the year 1887, and their sense of the great loss the institution has sustained by being deprived of the wide knowledge and ripe experience which Mr. Francis always so readily placed at the disposal of his colleagues in the Court. The Court further desire to convey to Mrs. Francis their deep sympathy in her sad bereavement."

An incident which gave rise to no little excitement among a bathing party occurred on Saturday. Some ladies and gentlemen proceeded to Dumbell Island on Saturday afternoon. The latter were making their way to the shore, when suddenly shouts of alarm from the Chinese boys on the launch reached them. Some object in the water evidently was the cause. One of the party happened to be a Chinese scholar and ultimately he caught the word for "shark." He communicated the news to his friends and all swam in as soon as possible. The last man had just got ashore when the dorsal fin of the animal appeared quite close. Bathing was naturally over for the day. The boys on the launch, some of whom were private servants, were positive that it was a shark and not a dolphin, and its length was estimated at ten feet long. The bathing party could not see sufficiently of the visitor to ascertain for certain that it was a shark, but the fact of its pursuing them convinced them that they were better out of the water than in it. Bathing parties should take notice of this fact.

The new British Consulate at Hankow, Japan, was opened on Friday, the 13th inst.

The French cruiser *Aimur Charner* left yesterday for Saigon, and the German gunboat *Itia* went for a cruise.

One fatal case of plague was reported during the 24 hours ending at noon yesterday, the victim being a non-Chinese Asiatic.

Sir John W. Carrington, C.M.G., who is relinquishing the post of Chief Justice of this Colony, returns to Hongkong on the 1st October.

The *Cologne Gazette* declares that Germany has "purchased" the Peking astronomical instruments, which were looted by the German troops last year.

It is notified in the London *Gazette* that Major T. J. W. Prendergast, Royal Engineers, is granted the local rank of lieutenant while employed in China.

According to *L'Echo de China*, the consecration of the new Roman Catholic Bishop of Canton will take place early in October. The ceremony is expected to be an exceptionally brilliant one, attended as it will be by a large number of Bishops and missionaries from surrounding countries.

According to the *Courrier d'Haiphong* the property at Kowloon belonging to the Tonkin Coal Company, which was bought in 1896 for \$23,170.26 francs and stood in the Company's books at 441,015.48 francs, has been sold for 1,331,578.82 francs. This property is what is known as the Briquette Factory, which lies to the north of the naval basin at Tsimshatsui.

The American Federation of Labour issued a circular last month to all the affiliated unions asking them to agitate against the Chinese. It wants the present exclusion law to be made more stringent, and says it is an insult to the American people that Wu Ting-fang should have been allowed to deliver an Independence Day oration at Philadelphia. No "open door" is wanted by the American Federation of Labour.

A Tokyo telegram, dated September 6th, says:—Viceroy Liu, who forwarded a petition to the Hsinanfu Government against the measures in connection with the dredging of the Whangpoo, has withdrawn his petition, as reported previously. The French Minister to Peking also made certain propositions but subsequently withdrew them. It was finally decided to carry out the matter as proposed at the conference of the Foreign Ministers.

In a letter to the *Morning Post* (says the *L. & C. Express*) Mr. Whigham tells us concerning Newchwang that it is a treaty port that is being administered despotically by the one treaty Power whose commercial interests in the place are non-existent. He reports that the British gunboat asked for by Mr. Fulford was not despatched in June last year, an event that would have prevented one Power from assuming the entire reins of government. We may also point out that Japan's interest dictated a like course. The then Russian Consul, M. Ostroverkhov, would have been now as one of his colleagues, and not the administrator of the place. It is curious, by the way, that Newchwang should still require Russian administration, when the Chinese have been permitted to resume civil control at other districts in Manchuria. It is more curious as Newchwang is a treaty port.

The new Japanese battleship *Mikasa* will shortly be leaving the works of Messrs. Vickers, Sons, and Maxim at Barrow-in-Furness, at which place she has been built, a magnificent party of officers and men having been sent to England for the purpose of conveying the vessel to Japan. She is expected to call at Portsmouth, where she will be docked before proceeding on her voyage. She was laid down at Barrow in 1899, and launched on the 9th of last November, so that she has taken about two years to build and complete. The other Japanese battleships that have been constructed in England during the last three or four years are the *Asahi* of 15,200 tons displacement, which was built at Clydebank; the *Hatsuse*, of 15,000 tons, built at Elswick; and the *Shikishima*, of 14,836 tons, built at Blackwall. The estimated full speed of these battleships was 18 knots per hour, but the *Hatsuse* made over 12 knots in her trials. The *Mikasa* is of the same tonnage displacement as the *Asahi*. The armament and armour in all these four ships is somewhat similar, and their large heavy 12-inch guns, which are mounted in pairs in barbettes at each end of the vessels, can be loaded in any position.

A few days ago, reports the *Nagasaki Press* of the 12th inst., there arrived here by a Russian steamer from Vladivostok a band of Russian gipsies who are said to have been expelled from that city by the authorities. How they arrived at the northern city is not known, but it is generally supposed they travelled overland on foot from European Russia. The band numbers some fifty persons, only fifteen of whom are men. The women look extremely picturesque in their red gowns and peculiar head-dresses, and the men are a sturdy-looking lot. America is said to be their destination, but as they do not appear to possess much money, it is difficult to see how they will get there. At present some of the women are engaged in begging from house to house, while the other members have dispersed themselves into small bodies and are earning a few cents by singing or playing in the various saloons. The authorities have a hard problem to solve in ridding the town of these gipsies. If it is true that that latter are penniless, they should not have been allowed to land here, and the police should have insisted on their return to Vladivostok. The gipsies claim to be Russian subjects, but it is stated the local Russian Consul has refused to recognise them as such.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

(FROM OUR CORRESPONDENTS.)

## THE WAR IN SOUTH AFRICA.

London, 23rd September, 8.15 p.m.

## THE BOER "PLAN OF CAMPAIGN."

It is reported from the Hague that Botha is developing a new plan of campaign, including the annexation of Cape Colony and Natal.

## PROTECTION OF CAPE COLONY.

General French commands 34,000 troops in Cape Colony. The third-class cruiser *Barracouta* has arrived at Simonstown on her way to defend Mossel Bay, Cape Colony. The first-class cruiser *Gibraltar* is expected.

## GENERAL NEWS.

London, 23rd September, 8.15 p.m.

## MONEY MATTERS.

The Berlin bank discount has been raised from 4 per cent. interest to 5 per cent.

## REUTER'S SERVICE.

London, 21st September.

## CHINA AND THE POWERS—GREAT BRITAIN'S REPRESENTATIVES IN THE COMMERCIAL NEGOTIATIONS.

Sir James Eyle Mackay, K.C.I.E., will start for China about the 10th of October, to conduct the commercial negotiations in China provided for under the Protocol. He will be assisted in his labours by Mr. Henry Cockburn, C.B., Chinese Secretary, British Legation, Peking, and Mr. C. J. Dudgeon, Merchant, Shanghai.

## THE TSAR'S VISIT TO FRANCE.

The Tsar witnessed a review of four French Army Corps at Rheims. There was a brilliant and memorable spectacle. At a luncheon which followed, President Loubet and the Tsar emphasised more than ever the friendship and alliance existing between France and Russia.

London, 22nd September.

## ANOTHER BOER APPEAL FOR ARBITRATION.

Baron Van Lynden, Dutch Minister of Foreign Affairs, will introduce a Boer appeal for arbitration at the next sitting of the Dutch Parliament.

## TSAR'S VISIT TO FRANCE—TERMINATED.

The Tsar has left France.

## SOUTH AFRICA—BRITISH SUCCESSES.

Commandant Botha with a force of 1,500 Boers, is moving East from Ermelo into Zululand.

Colonel Williams has captured almost the whole of Commandant Koo's commando.

General Benson has captured a Carolina commando.

## THE VLAKFONTEIN FIGHT.

The British losses at Vlakfontein were six killed, twenty-three wounded, and 13 captured.

## FOOTBALL.

## THE SIX-SIDE COMPETITION.

The arrangements for the Six-side Challenge Cup and Medals of the Hongkong Football Club were made on Monday night. The following are the seven competing teams:

J. McMurtrie (Capt.)	C. T. Kew (Capt.)
W. W. Clark	S. L. Jenkins
E. M. Bishop	B. Henderson
W. R. Robertson	H. S. Holmes
E. D. C. Wolfe	J. H. Selth
J. Hays	J. Beusator
W. H. Russell (Capt.)	A. R. Lowe (Capt.)
P. A. Cox	H. A. Selth
B. E. Hanson	H. Von der Pfordten
M. M. Graham	R. E. M. Paddfield
H. Sandford	R. Kerr
H. F. Henningsen	E. Buras-Pyo
A. M. Beattie (Capt.)	J. D. Danby (Capt.)
N. H. Butterfield	C. H. P. Hay
C. G. Danby	C. J. Lilland
L. J. C. Anderson	E. W. Carpenter
G. B. Macdonald, R.A.	E. J. Davies
G. H. Edwards	W. Armstrong

P. W. Goldring (Capt.)  
W. G. Worcester  
R. C. Wilkinson, R.N.  
H. Asher  
J. H. A. Hance  
J. H. Rollef

The following will act as substitutes:—  
J. W. Crouch, J. W. Taylor, J. Hooper,  
C. P. Chuter, J. W. Jordan, H. E. Davis,  
J. G. Smith, T. W. Forry, and J. V. Bennett.

The matches have been arranged to take place at ten minutes past five on the following days:

September 30.	Kew v. Beattie
October 2.	Lowe v. Goldring
4.	Beattie v. Russell
6.	Lowe v. Kew
7.	Kew v. Danby
8.	Lowe v. Beattie
9.	Russell v. McMurtrie
10.	Goldring v. Kew
11.	Lowe v. Russell
12.	Danby v. McMurtrie
13.	Goldring v. Beattie
14.	Beattie v. McMurtrie
15.	Goldring v. Russell
16.	Lowe v. Danby
17.	Danby v. Goldring
18.	Lowe v. McMurtrie
19.	Kew v. Russell
20.	Goldring v. McMurtrie
21.	Beattie v. Danby
22.	Kew v. McMurtrie

The Club colours are white (trousers) and black (knickerbockers and stockings).

## CORRESPONDENCE

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## PUBLIC WORKS, FLAGRA, MAGISTERIAL ENQUIRY INTO JERRY BUILDINGS, &amp;c.

TO THE EDITOR OF THE "DAILY PRESS,"  
Hongkong, 24th September.  
SIR,—For the information of the community will you be so good as to publish in an early issue of your paper the enclosed correspondence, which has taken place between the Government and myself, and oblige—Yours, etc.,  
T. H. WHITEHEAD.

(Enclosures.)  
Hongkong, 24th September, 1901.  
DEAR SIR HENRY BLAKE,  
With reference to the following Resolution, of which I have given notice, viz:—  
"That in the opinion of this Council a thoroughly experienced officer of first-class ability in every respect and of considerable professional standing should be secured to fill the office of Director of Public Works, and that this Council would willingly entertain any proposals which might be made by the Government for the provision of a better salary than that hitherto paid,"

I understood from your Excellency's remark that you were undecided as to whether the motion was in order, but in the hope that you will allow it, I venture to make the following remarks, as the next meeting of Council may not take place for some time.

The Public Works Department is the greatest spending Department of the Government. The duties devolving on the Director of that Department are very responsible and most important.

These difficult and arduous duties must steadily increase year by year with the material progress and the ever expanding commerce of the Colony. If the plague can be kept away from Hongkong there is practically no limit to the further expansion of the trade of the port which may safely be said to be in its infancy.

The development of the New Territory in the Kowloon Peninsula (on which \$736,571.34 of public money has been expended from 1898 to 30th June last) must add largely to the duties of the Director of Public Works.

The work of the office is now so vast in the aggregate that it appears to have already outgrown the capacity of any one man, however able, industrious, or energetic he may be.

In short, the time appears to have arrived for the separation of purely sanitary and municipal work from the public works of the Colony. It is growing more evident every day that the granting of municipal powers to the tax-payers cannot be much longer delayed.

In the interests of the trade and the shipping of the port I am convinced and appointing a thoroughly experienced officer, first-class in every respect and of considerable professional standing, to take charge of the Public Works Department and of the ever increasing duties devolving on that Department in respect of roads, streets, buildings, sewerage, water-works, reclamations, and the many important public works now in progress and in contemplation.

A better salary than that hitherto paid is indispensable, and the Council should willingly vote the same.

Yours very truly,  
(Signed) T. H. WHITEHEAD.  
His Excellency  
SIR HENRY A. BLAKE, G.C.M.G.

Government House,  
Hongkong, 5th September, 1901.

DEAR MR. WHITEHEAD,  
I quite recognize the important work to be performed by the Director of Public Works as an administrative official, and I have no doubt that this is fully realized by the Secretary of State in whose hand the appointment rests. I cannot, however, agree with you that the work of this small Colony cannot be properly supervised by one Director of Public Works, a task that is being successfully performed in Colonies in which much larger works are being carried out than here.

The question of a Municipality will not, I take it, be affected by the appointment of any Director of Public Works, who may be selected by the Secretary of State. Should that question come forward, it will doubtless be considered by His Majesty's Government on its merits, on which I do not desire at present to offer any opinion.

Yours very truly,  
(Signed) HENRY A. BLAKE.  
The Honourable  
T. H. WHITEHEAD.

Hongkong, 7th September, 1901.

DEAR SIR HENRY BLAKE,

Yesterday afternoon I was favoured with your letter of 5th inst. in reply to my communication of 23rd idem, and take due note of your Excellency's remarks. It is a fact (1) that plague has been epidemic in Hongkong for six consecutive years, (2) that plague has been a constant menace to the shipping of the port and disastrous results on the commerce of the Colony, (3) that there is considerable overcrowding in several of the districts in the City, (4) that there is insubstantial, defective sewerage and drainage, and (5) that there are evidently in existence in Hongkong jerry-buildings.

There was the collapse or tumbling down of Nos. 32 and 34, Colborne Street on the night of 14th ult., which resulted in the death of forty-three persons and injury to many others. In regard to the latter collapse and the consequent loss of life, an enquiry under Ordinance No. 7 of 1868 was held at the Magistrate's, but the said enquiry, as reported in the local press, cannot be regarded as in any sense complete or satisfactory, while the Magistrate's decision appears to me to be equally incomplete and unsatisfactory. The enquiry has failed to show who is responsible for the jerry-building or the faulty construction of the said two houses, the collapse of which entailed the loss of forty-three lives? It seems to me that your Excellency would do well to cause the enquiry to be reopened with the object of getting at the real facts and the primary cause of the collapse of the two houses and of ascertaining the person or persons responsible for the grievous loss of forty-three lives.

Will your Excellency kindly cause me to be furnished with a copy of the Magistrate's decision in question instead of my having to wait for it until the next meeting of Council?

The local conditions speaking generally are undoubtedly exceptional, and in many respects far from satisfactory. In addition to the preceding facts it appears to me that there are other good and sound reasons which would fully justify the Colonial Government, acting by telegram on the Secretary for the Colonies the imperative necessity of now securing and appointing a thoroughly experienced officer, first-class in every respect and of considerable professional standing, to this charge of the Public Works Department and of the ever increasing duties devolving on that Department in respect of roads, streets, buildings, sewerage,

water-works, reclamations, and the many important public works now in progress and in contemplation, connected with the sanitation of the Colony. In consequence of the general increase in wages and the substantial increase in the cost of living which have recently taken place in Hongkong, I respectfully submit that a thoroughly efficient and capable officer cannot now be obtained at the salary of the office hitherto paid.

Yours very truly,  
(Signed) T. H. WHITEHEAD.  
His Excellency,  
SIR HENRY A. BLAKE, G.C.M.G.

Government House,  
Hongkong, 9th September, 1901.  
H.E. the Governor desires me to acknowledge the receipt of your letter of 7th inst. in reply to his letter of the 5th inst. His Excellency wishes me to say that it would be inconvenient to deal with the matters mentioned in your letter by private correspondence, and to suggest that the Colonial Secretary, when they will be dealt with in the usual course. I am to inform you, however, that the matter of the collapse of the houses is being very carefully looked into.

I am,  
Yours sincerely,  
(Signed) W. L. WARREN.

The Honourable  
T. H. WHITEHEAD.

Hongkong, 12th September, 1901.

DEAR CAPTAIN WARREN,

Your letter of 9th inst. duly reached me, in which you intimated that His Excellency the Governor desired you to acknowledge receipt of my communication of 7th idem. I beg to express my thanks for His Excellency's reply, and may be permitted to remark that the correspondence on these public questions, which deeply concern the interests of the community, can scarcely be regarded as private. I propose in due course to forward a copy of the letters to the local press for publication, for the information of the members of the Hongkong General Chamber of Commerce whom I try to represent.

I remain,  
Yours very truly,  
(Signed) T. H. WHITEHEAD.  
Captain W. L. WARREN, R.A.,  
Private Secretary,  
Government House.

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T. H. WHITEHEAD.

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I remain,  
Yours very truly,  
(Signed) T. H. WHITEHEAD.  
Captain W. L. WARREN, R.A.,  
Private Secretary,  
Government House.

Colonial Secretary's Office,  
3rd September, 1901.

SIR,—I am directed by the Governor to inform you that His Excellency having considered very carefully the terms of the resolution concerning the office of Director of Public Works, of which you gave notice at the last meeting of Legislative Council, has come to the conclusion that it is not in order and cannot be submitted to the Legislative Council.

I have the honour to be, Sir,  
Your obedient servant,  
(Signed) C. CLEMENTI.  
Acting Clerk of Councils.

The Honourable  
T. H. WHITEHEAD.

Hongkong, 7th September, 1901.

DEAR SIR,

I have been favoured with your letter No. 28 of 3rd inst. intimating that you are directed by the Governor to inform me that His Excellency, having considered very carefully the terms of the Resolution concerning the office of Director of Public Works, of which I gave notice at the last meeting of the Legislative Council, has come to the conclusion that it is not in order and cannot be submitted to the Legislative Council.

I beg to ask whether His Excellency objects to the principle of the resolution, or merely to the wording thereof. If the latter will you be so good as to let me know what modification of its terms would render it in order in the opinion of the President of the Council?

I observe that you have marked your communication confidential which I presume has been done in error, as the same cannot be regarded as in any sense confidential. In the public interests I have given notice of a Resolution, but it appears I am to be deterred from bringing the resolution forward in Council. The Members of the Chamber of Commerce whom I try to represent are surely entitled to know the ruling of the President of the Council on the point, and I shall be glad to learn that the word "confidential" has crept into your letter by mistake.

Yours truly,  
(Signed) T. H. WHITEHEAD.  
C. CLEMENTI, Esq.,  
Acting Clerk of Councils.

Colonial Secretary's Office,  
11th September, 1901.

SIR,—In reply to your letter of the 7th inst. I am directed by the Governor to inform you that, while His Excellency is at one with you as to the advisability of appointing an experienced officer of considerable professional standing, such appointments are in the hands of the Secretary of State and not of the Legislative Council, and it is not competent for an unofficial member to propose a resolution to the Legislative Council involving expenditure of revenue.

2. In reply to the second paragraph of your letter, I regret that my letter of the 3rd inst. was marked confidential by a clerical error.

I have the honour to be, Sir,  
Your obedient servant,  
(Signed) C. CLEMENTI.  
Acting Clerk of Councils.

The Honourable  
T. H. WHITEHEAD.

Hongkong, 7th September, 1901.

DEAR SIR HENRY BLAKE,

I was favoured with your letter of 5th inst. in reply to my communication of 23rd idem, and take due note of your Excellency's remarks. It is a fact (1) that plague has been epidemic in Hongkong for six consecutive years, (2) that plague has been a constant menace to the shipping of the port and disastrous results on the commerce of the Colony, (3) that there is considerable overcrowding in several of the districts in the City, (4) that there is insubstantial, defective sewerage and drainage, and (5) that there are evidently in existence in Hongkong jerry-buildings.

There was the collapse or tumbling down of Nos. 32 and 34, Colborne Street on the night of 14th ult., which resulted in the death of forty-three persons and injury to many others. In regard to the latter collapse and the consequent loss of life, an enquiry under Ordinance No. 7 of 1868 was held at the Magistrate's, but the said enquiry, as reported in the local press, cannot be regarded as in any sense complete or satisfactory, while the Magistrate's decision appears to me to be equally incomplete and unsatisfactory. The enquiry has failed to show who is responsible for the jerry-building or the faulty construction of the said two houses, the collapse of which entailed the loss of forty-three lives? It seems to me that your Excellency would do well to cause the enquiry to be reopened with the object of getting at the real facts and the primary cause of the collapse of the two houses and of ascertaining the person or persons responsible for the grievous loss of forty-three lives.

Will your Excellency kindly cause me to be furnished with a copy of the Magistrate's decision in question instead of my having to wait for it until the next meeting of Council?

The local conditions speaking generally are undoubtedly exceptional, and in many respects far from satisfactory. In addition to the preceding facts it appears to me that there are other good and sound reasons which would fully justify the Colonial Government, acting by telegram on the Secretary for the Colonies the imperative necessity of now securing and appointing a thoroughly experienced officer, first-class in every respect and of considerable professional standing, to this charge of the Public Works Department and of the ever increasing duties devolving on that Department in respect of roads, streets, buildings, sewerage,

water-works, reclamations, and the many important public works now in progress and in contemplation, connected with the sanitation of the Colony. In consequence of the general increase in wages and the substantial increase in the cost of living which have recently taken place in Hongkong, I respectfully submit that a thoroughly efficient and capable officer cannot now be obtained at the salary of the office hitherto paid.

Yours very truly,  
(Signed) T. H. WHITEHEAD.  
His Excellency,  
SIR HENRY A. BLAKE, G.C.M.G.

Government House,  
Hongkong, 9th September, 1901.

H.E. the Governor desires me to acknowledge the receipt of your letter of 7th inst. in reply to his letter of the 5th inst. His Excellency wishes me to say that it would be inconvenient to deal with the matters mentioned in your letter by private correspondence, and to suggest that the Colonial Secretary, when they will be dealt with in the usual course. I am to inform you, however, that the matter of the collapse of the houses is being very carefully looked into.

I am,  
Yours sincerely,  
(Signed) W. L. WARREN.

The Honourable  
T. H. WHITEHEAD.

Hongkong, 12th September, 1901.

DEAR CAPTAIN WARREN,

Your letter of 9th inst. duly reached me, in which you intimated that His Excellency the Governor desired you to acknowledge receipt of my communication of 7th idem. I beg to express my thanks for His Excellency's reply, and may be permitted to remark that the correspondence on these public questions, which deeply concern the interests of the community, can scarcely be regarded as private. I propose in due course to forward a copy of the letters to the local press for publication, for the information of the members of the Hongkong General Chamber of Commerce whom I try to represent.

I remain,  
Yours very truly,  
(Signed) T. H. WHITEHEAD.  
Captain W. L. WARREN, R.A.,  
Private Secretary,  
Government House.

Colonial Secretary's Office,  
3rd September, 1901.

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I have the honour to be, Sir,  
Your obedient servant,  
(Signed) C. CLEMENTI.  
Acting Clerk of Councils.

The Honourable  
T. H. WHITEHEAD.

## POLICE COURT

Tuesday, 24th September.

BEFORE MR. HARELAND.

ALLEGED CASE OF CHEATING.

The hearing of the case wherein Ng Yau Kum is charged with cheating, Loong San Kum a fishing junk owner, in the sum of \$22.30 was resumed yesterday morning.

Mr. C. D. Wilkinson appeared for the prosecution and Mr. Hays for the defence.

It will be remembered that in the above case the complainant alleged that defendant engaged with him to work on his junk as steersman, and took an advance of wages of \$22.30, but failed to appear, to wit, 150 days.

Several witnesses were called for the prosecution. Yesterday morning the first was Chan A Sa, whose evidence in the main coincided with complainant's.

The last witness, Li Tang Choi, another junk owner, testified to defendant having played him a similar trick last year.

This concluded the evidence for the prosecution.

Mr. Hays, addressing the Court said, that he was prepared to prove that no *bona fide* case had been made out against his client. The facts, as given in the evidence, did not at all refer to defendant. He worked on board fishing junks. He had never received wages from the persons who claimed they paid him. Defendant had been working for complainant's younger brother. This same younger brother gave defendant leave, after the completion of his six months' work, to assist in some ancestral worship. Advances of wages had been paid to him in February. This advance was on wages from February to June, and defendant worked for the time, and got leave from his employer before he left the junk. When he returned, the junk had sailed. It seemed quite natural that as defendant had worked out his advance of wages, his employer after he left should sail away.

His Worship—How about complainant's evidence?

Mr. Hays—Your Worship is no doubt aware of the old plan in rogue among Chinese. If some one has injured them and they can't get hold of that some one, they catch hold of another. I do not know whether defendant had any quarrel with complainant or complainant's relatives. He may have had, I do not know; but I submit that this is a trumped-up case. I may further remark that the money in question was never paid by my client, a witness was called who had seen the money handed over to defendant, and my learned friend abstained from cross-examining him.

Mr. Hays—in a criminal case, I am not bound to cross-examine a witness. I may refrain, as what he says may militate against my client, and I may receive an answer I do not like.

His Worship agreed with Mr. Hays, and then asked him if he was able to state where defendant was on the 23rd July.

Mr. Hays admitted that he was not. But he was prepared to deny totally complainant's charge. Continuing, he said he was prepared to prove how defendant received money in February and worked for it, and that on the third of July defendant could not have been aboard Kum Hui's junk as alleged by the prosecution. In proof of his statement Mr. Hays called a witness, a seaman of a fishing junk, who lives in the same house as Shunkum, and who had known defendant for the past twelve years.

This witness maintained that defendant received \$25 advance from San Yu, the younger brother of complainant, and had worked for him for the same from December last year until the 4th June this year, when he received a week's leave. When he returned, the junk had sailed. Defendant then went fishing in his sampan, but made no effort to get employment on another junk.

After a question by the Court, the evidence for the defence concluded.

His Worship at this point informed counsel for defence that he believed the evidence of the prosecution. However, the evidence as to defendant having been on Kum Hui's junk was very unsatisfactory.

Mr. Wilkinson suggested that the case be remanded until it was possible to have Kum Hui in Court to take his evidence.

Mr. Hays objected, and the Court ruled that no remand could be granted on those grounds.

Mr. Hays, addressing the Court on the legal aspect of the case said that to cheat, a man must commit an act that affects more than one, an act that affects the public. Even the charge of false pretences could not be brought against his client, since to sustain it must be a pretence to an existing fact.

His Worship drew attention to a case quoted by Roscoe, where a woman went to several places, and demanded money, and threatened that if they refused, she should proclaim them the father of the child with which she was encumbered.

Mr. Hays maintained that his case, as different. In the case quoted several men were approached by the woman. Of course, what one judge may consider to be cheating, another does not. The great point was that by the act of cheating the public, or a large part of it, must be affected.

Mr. Hays continuing maintained that this case was not cheating, nor larceny, but simply telling a lie. In support of the latter assertion he cited three or four cases tried in England.

Mr. Wilkinson asked his Worship to postpone the case, as he had urgent business to attend to and would make his final speech on any day his Worship might appoint.

The case was remanded till Saturday next.

ATTEMPTED ARMED ROBBERY.

This was a resumed hearing of the case of attempted armed robbery of two women in a house at Hinghom. The evidence for the prosecution was finished at the last hearing, but the defendant wishing to call some witnesses to his good character, the hearing had been remanded till yesterday afternoon.

Keung Hop, a boiler-maker, stated that he knew defendant, and knew him to be a good man between the fourth and fifth moon, but did not know if he was a good man still.

This concluded the evidence for the defence and His Worship asked counsel if he had any statement to make, at the same time cautioning him that such statement would be used as evidence against him.

Defendant stated that on the night in question as he was walking along the street at Hinghom he heard the cries of "Save life." He went to the foot of a stair-case, he saw a girl held up, and he asked them why they were holding up a woman. He said he was a good man, and he asked them why they were holding up a woman. He said he was a good man, and he asked them why they were holding up a woman.

His Worship after reading over to defendant his statement, told him that he would commit to stand his trial before the Supreme Court.

BEFORE MR. KEMP.

SENTENCE ON FRACTIOUS HOUSE-COOLER.

His Worship noted out an exemplary sentence in the case of a house-cooler employed by Mr. G. J. W. King, land-lord, Public Works Department. On Monday morning, taking advantage of the absence of Mr. King, the cooler turned upon Mrs. King, who was objecting to the unbusiness-like way in which he was doing his work, and struck her with his clenched fist on the arm. He then seized a chair and attempted to strike her with it, but was fortunately prevented by the cook, who at that moment entered the room. The cooler was sent to his quarters, where he was kept until the arrival of Sergeant Murlison, who took him into custody.

He was charged with two offences—(1) disorderly conduct and (2) assault. On the first his Worship imposed a fine of \$10 or 14 days' hard labour, and on the second \$25 of six weeks' hard labour.

LATE TELEGRAMS.

NEWS VIA CEYLON.

THE WAR IN SOUTH AFRICA.

London, 8th September.

The Daily Telegraph, in a despatch from Pretoria, says it is authorized to state that Lord Kitchener is not going home and will finish his task. General Lyttelton replaces General Hildyard, who has gone home on furlough.

ANOTHER CAPE DUTCH LEGISLATOR ARRESTED.

The Cape Legislative Councillor Vandenberg has been arrested on a charge of concealing arms.

TWO TRAINS DESTROYED NEAR KOMATIPOORT.

A large train has been burned and another derailed at Malabane, on the Delagoa line, 7th September.

ESPIONAGE AT JOHANNESBURG.

Many arrests have been made at Johannesburg, including the former Third Public Prosecutor in the Transvaal, on charges of espionage, and it is believed, connected with ex-Governor Kruger.

TRAIN-WRECKING IN NORTHERN TRANSVAAL.

Prominent burghers of Pretoria were compelled to accompany the trains on the Pietersburg line to prevent train-wrecking.

## BEFORE MR. KEMP.

Tuesday, 24th September.

BEFORE MR. HARELAND.

ALLEGED CASE OF CHEATING.

The hearing of the case wherein Ng Yau Kum is charged with cheating, Loong San Kum a fishing junk owner, in the sum of \$22.30 was resumed yesterday morning.

Mr. C. D. Wilkinson appeared for the prosecution and Mr. Hays for the defence.

It will be remembered that in the above case the complainant alleged that defendant engaged with him to work on his junk as steersman, and took an advance of wages of \$22.30, but failed to appear, to wit, 150 days.

Several witnesses were called for the prosecution. Yesterday morning the first was Chan A Sa, whose evidence in the main coincided with complainant's.

The last witness, Li Tang Choi, another junk owner, testified to defendant having played him a similar trick last year.

This concluded the evidence for the prosecution.

Mr. Hays, addressing the Court said, that he was prepared to prove that no *bona fide* case had been made out against his client. The facts, as given in the evidence, did not at all refer to defendant. He worked on board fishing junks. He had never received wages from the persons who claimed they paid him. Defendant had been working for complainant's younger brother. This same younger brother gave defendant leave, after the completion of his six months' work, to assist in some ancestral worship. Advances of wages had been paid to him in February. This advance was on wages from February to June, and defendant worked for the time, and got leave from his employer before he left the junk. When he returned, the junk had sailed. It seemed quite natural that as defendant had worked out his advance of wages, his employer after he left should sail away.

His Worship—How about complainant's evidence?

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His Worship drew attention to a case quoted by Roscoe, where a woman went to several places, and demanded money, and threatened that if they refused, she should proclaim them the father of the child with which she was encumbered





## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, 2, together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 28th inst., at Noon.
LONDON	AKAS	Brit. str.	2 m.	B. H. W. Snow	P. & O. S. N. Co.	On 1st October.
LONDON	FORNOS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 5th October.
LONDON	PERHUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LONDON	CAICHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th October.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th October.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th October.
LONDON	ULYSSES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th November.
LONDON	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th November.
LONDON	PREUSSEN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November.
LONDON	NATAL	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th November.
LONDON	KANAKA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th November.
LONDON	ARABIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th November.
LONDON	KONGSBERG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th December.
LONDON	HAMBURG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th December.
LONDON	SEGOVIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th December.
LONDON	MARBURG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th December.
LONDON	STATE OF MAINE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th December.
LONDON	MOGUL	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th December.
LONDON	GLACIUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th January.
LONDON	LONGSHIPS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th January.
LONDON	MANUEL LLAGUNA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th January.
LONDON	CLAYTON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th January.
LONDON	ABANA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th January.
LONDON	ABANA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th January.
LONDON	EMPEROR OF JAPAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th February.
LONDON	TANTAR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th February.
LONDON	OLYMPIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th February.
LONDON	KINSHU MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th February.
LONDON	TOSA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th February.
LONDON	TEENKA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th February.
LONDON	HONGKONG MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th March.
LONDON	STRATHGYLE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th March.
LONDON	ROSTRA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th March.
LONDON	AIRLIE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th March.
LONDON	YAWATA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th March.
LONDON	CHINGTO	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th March.
LONDON	SOCOTRA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th April.
LONDON	INABA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th April.
LONDON	SHINANO MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th April.
LONDON	KASUGA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th April.
LONDON	YAMAGUCHI MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th April.
LONDON	LOKANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th April.
LONDON	KUWANE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th May.
LONDON	KUWANE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th May.
LONDON	CHANGSHA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th May.
LONDON	BENGAL	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th May.
LONDON	LOONGMOON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th May.
LONDON	TEINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th May.
LONDON	MAIDURU MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th June.
LONDON	ANPING MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th June.
LONDON	DAIN MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th June.
LONDON	HAIDONG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th June.
LONDON	ROSETTA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th June.
LONDON	YUENHANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th June.
LONDON	CHINGTO	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th July.
LONDON	LIGHTNING	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th July.
LONDON	CARINTHIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th July.
LONDON	TIENHIN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th July.
LONDON	BOMBAY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th July.
LONDON	BOMBAY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th July.

## SHIPPING.

ARRIVALS.  
Sept. 24, ALGOA, British str., 1,252, Hansford, Seattle 1st August and Manila 20th Sept.  
Hemp, D. E. Brown.

Sept. 24, CARPENTIA, Austrian steamer, 1,734, Marochino, Shanghai 21st Sept. General.  
BANDER, WILHELM, British str., 1,213, Fremont, Straits 17th Sept. General.

Sept. 24, FUSHUN, British str., 1,500, Wm. H. Lunt, Shanghai 21st Sept. General.  
CHINESE.

Sept. 24, HAILONG, British steamer, 782, H. Bathurst, Haiphong 22nd Sept. Rice.  
DOUGLAS LARRAIK & Co., 6,000, Bainbridge, London 16th August and Singapore 19th September, General.—NIPPON YUSEN KAISHA.

Sept. 24, LAOS, French str., 2,331, F. Riquier, Marseilles 25th August and Saigon 21st September, Mails and General.—MESSAGIERIES MARITIMES.

Sept. 24, LOKSANG, British str., 978, Leask, Chefoo 18th Sept. General.—JARDINE, MATHESON & Co.

Sept. 24, PENANG, British str., 1,950, W. H. West, Wellington 23rd August, Coals.  
GOVERNMENT.

Sept. 24, PHRANG, German str., 1,621, Mangelsdorf, Bangkok and Kohsichang 17th September, Rice and Wood.—BUTTERFIELD & SWIRE.

Sept. 24, RICHMOND CASTLE, British str., 2,298, F. McDowell, New York via Singapore and Manila 22nd Sept. General.—DODWELL & Co.

Sept. 24, ROSETTA MARU, Japanese str., 3,875, N. Tate, Yokohama via Ports 27th Sept. General.—NIPPON YUSEN KAISHA.

Sept. 24, WINGANG, British str., 1,517, Sellar, Shanghai 20th Sept. and Swatow 23rd, General.—JARDINE, MATHESON & Co.

Sept. 24, YUENHANG, British str., 1,128, P. H. Rolfe, Manila 20th Sept. General.—JARDINE, MATHESON & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
24th September.  
Amara, British str., for Hongkong.  
Chiofa, German str., for Bangkok.  
Gloucester City, British str., for Saigon.  
Hoiho, French str., for Hoiho.

Jacob-Diercksen, German str., for Hoiho.  
Kwongyong, British str., for Shanghai.  
Kwongyong, British str., for Tientsin.  
Lokung, British str., for Canton.

## DEPARTURES.

24th September.  
Amara, British str., for Hongkong.  
Amara, British str., for Saigon.  
Curt of Peking, Amr. str., for San Francisco.  
Elsa, German str., for Hongkong.  
Gloucester City, British str., for Saigon.  
Hoiho, French str., for Hoiho.

HAIMUS, British str., for Tamsui.  
Hoiho, French str., for Hoiho.  
Lila, German gunboat, for a cruise.  
Kwongyong, British str., for Shanghai.  
Lajang, British str., for Calcutta.

LAOS, French str., for Shanghai and Japan.  
SABINE HICKS, British str., for Tamsui.  
Shanghai, German str., for Saigon.  
Thales, British str., for Coast Ports.

## VESSELS IN DOCK.

24th September.  
Kowloon Docks—Canton River, Victoria, Georges, Valentin, Zofra, Eleono, Changsha, Alpo, Clara.  
Cosmopolitan Dock—Loongmoon, Charterhouse.

## SHIPPING REPORTS.

The British steamer Fushun, from Shanghai 21st Sept., had light variable winds and fine weather throughout.

The British steamer Lokung, from Chefoo 18th Sept., had moderate N.E. wind and fine weather throughout.

The British steamer Kwongyong, from Manila 20th Sept., had light winds, fine weather and smooth sea the entire passage.

The British steamer Hailong, from Haiphong 22nd Sept., had moderate to fresh winds from S.E. to E.N.E., fine weather with N.E. swell and smooth sea.

## VESSELS ON THE BERTH

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA DIRECT.  
THE Company's Steamship  
"DIAMANTE".

Captain J. Rattenbury, will be despatched as above TO-DAY, the 25th instant, at 5 P.M.

This Steamer has Superior accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers,  
Hongkong, 23rd September, 1901. [2412]

COMPAGNIE DES MESSAGIERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.  
ON MONDAY the 7th October, 1901,  
at 1 P.M., the Company's Steamship  
"NATAL", Captain Bouis, with Mails,  
Passengers, Specie and Cargo, will leave this  
port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with  
the s.s. Tonkin, which vessel takes on her  
Passengers and Mails, leaving that port on the  
19th October direct to Suez, Port Said and  
Marseilles.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
ports of Europe.

Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 P.M.  
Specie and Parcels until 3 P.M. on the 6th  
October. (Parcels are not to be sent on board  
they must be left at the Agency's Office). Con-  
tents and Values of Packages are required.  
For further particulars, apply at the Com-  
pany's Office.

P. DE CHAMPORIN,  
Acting Agent,  
Hongkong, 24th September, 1901. [2]

FOR NEW YORK.  
THE 3/3 A II American Ship  
"MANUEL LLAGUNA"  
will load during September and October,  
sailing about 25th October.  
For Freight, apply to  
SHEWAN, TOMES & CO.,  
Hongkong, 11th July, 1901. [1758]

FOR NEW YORK.  
THE 3/3 LII American ship  
"STATE OF MAINE"  
Captain Colcord, will be ready to load on the  
1st November for the above port, and will  
have quick despatch.  
For Freight, apply to  
CARLOWITZ & CO.,  
Hongkong, 21st September, 1901. [2386]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARABIA	HAVRE & HAMBURG	On 5th Oct. Freight.
Capt. Sachs	(Calling at Singapore and Colombo)	
KOENIGSBERG	HAVRE, BREMEN & HAMBURG	On 19th Oct. Freight and Passage.
Capt. Christiansen	(Calling at Singapore and Penang)	
BAMBERG	HAVRE & HAMBURG	On 2nd Nov. Freight.
Capt. Jacobs	(Calling at Singapore and Colombo)	
SEGOVIA	HAVRE & HAMBURG	On 16th Nov. Freight.
Capt. Forck	(Calling at Singapore and Penang)	
MARBURG	HAVRE & HAMBURG	On 30th Nov. Freight.
Capt. von Binzer	(Calling at Singapore and Colombo)	

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1 [1051]  
Hongkong, 12th September, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

"EMPRESS OF JAPAN" Comdr. H. Pybas, R.N.E. WEDNESDAY, 25th Sept., 1901  
"EMPRESS OF CHINA" Comdr. R. Archibald, R.N.E. WEDNESDAY, 23rd Oct., 1901  
"TARTAR" 4,425 Tons, Comdr. E. Beetham, R.N.E. WEDNESDAY, 6th Nov., 1901  
"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 20th Nov., 1901  
"ATHENIAN" 3,882 Tons, Capt. H. Mowat WEDNESDAY, 4th Dec., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVE (B.C.) in 12 DAYS, saving THREE DAYS to WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

## SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street. [10]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUBZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
STEAMERS.

STEAMERS.	THURSDAY	SAILING DATES.
PREUSSEN (Hamburg-Amerika Linie)	WEDNESDAY	16th October.
SACHSEN	WEDNESDAY	30th October.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	13th November.
EYEREN	WEDNESDAY	27th November.
STUTTGART	WEDNESDAY	11th December.
KONIG ALBERT	WEDNESDAY	25th December.
PRINZESS IDENE	WEDNESDAY	8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY	22nd Jan., 1902.
PREUSSEN	WEDNESDAY	5th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	19th Feb., 1902.
SACHSEN	WEDNESDAY	5th Mar., 1902.

ON THURSDAY, the 3rd day of October, 1901, at Noon, the Steamship "PREUSSEN," of the Norddeutscher Lloyd, Captain E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on Tuesday, the 1st October, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 2nd October, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 2nd October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD  
MELOHRS & CO., AGENTS.  
Hongkong, 21st September, 1901. [9]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,637	J. Truebridge	October 1st
QUEEN ADELAIDE	2,832	F. McNair	October 8th
VICTORIA	3,602	J. Paxton	October 15th
BRAMMAR	3,601	W. Watt	November 12th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.  
Excellent accommodation. First-class Table. Doctor and STEWARDESSES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 448.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.  
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and TACOMA to DRYA and St. MICHAEL.

Rates of Passage to other Ports on application.  
A Special Rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED.  
General Agents. [11]

Hongkong, 13th September, 1901.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ BENGAL	{ About 27th	{ Freight or Passage.
	{ A. L. Valentini	{ September	
LONDON, &c.	{ CHUSAN	{ Noon, 23th	{ See Special Advertisement.
	{ C. L. Daniel	{ September	
YOKOHAMA VIA SHANGHAI, AND KOBE.	SCOTTA	{ About 4th	{ Freight only.
(Passing through the Inland Sea)	T. H. Hide, E.N.E.	{ October	
* SINGAPORE AND BOMBAY	TIENTSIN	{ About 5th	{ Freight only.
	W. W. Cooke, E.N.E.	{ October	
LONDON	FORMOSA	{ About 5th	{ Freight or Passage.
	B. H. W. Snow	{ October	

\* Calling at Penang and Colombo if sufficient inducement offers.

For Further Particulars, apply to

H. A. RITCHIE.

## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	TO
GLASGOW and LIVERPOOL	"NESTOR"	On 1st October.
GLASGOW and LIVERPOOL	"LAERTES"	On 9th October.
GLASGOW and LIVERPOOL	"DARDANUS"	On 15th October.
GLASGOW and LIVERPOOL	"MACHAON"	On 23rd October.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th October.
GLASGOW and LIVERPOOL	"ACHILLES"	On 6th November.

FOR	HOMEWARDS.	TO SAIL
LONDON	"AJAX"	On 1st October.
LONDON	"PYRRHUS"	On 15th October.
LONDON	"CALCHAS"	On 29th October.
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.
LONDON	"ULYSSES"	On 15th November.

The S.S. "CALCHAS" from GLASGOW and LIVERPOOL, has arrived, and will sail for SHANGHAI and JAPAN on 25th inst.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 27th September, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"KWEIYANG"	On 25th September.
TIENTSIN	"KIUKIANG"	On 27th September.
CHEFOO & NEWCHWANG	"CHANGSHA"	On 29th September.
SHANGHAI	"TSINAN"	On 3rd October.
MANILA	"CHINGTU"	On 12th October.

PORT DARWIN, THURSDAY, 27th inst. The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried on board.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 23rd September, 1901.

## REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"MOGUL" On 25th September.

"SATSUMA" On 29th October.

"TURBIDAN" On 5th November.

"LENNOX" On 20th November.

"RICHMOND CASTLE" End of November.

"ORONSEY" On 20th November.

"HILGLEN" On 20th November.

For Freight and further information, apply to  
**DODWELL & CO., LTD.**

Hongkong, 14th September, 1901.

## HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"LOONGMOON"

Captain Schuller, will be despatched for the above port TO MORROW, the 28th inst., at 3 P.M., and is now ready to take cargo.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to  
**SIEMSEN & CO.,**  
Agents.

Hongkong, 23rd September, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship

"CARINPHIA"

Captain Marochi, will be despatched for the above port on THURSDAY, the 26th inst., at 5 P.M.

For information as to Passage and Freight, apply to  
**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 23rd September, 1901.

## NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"ROSETTA MARU"

3,411 tons gross. Captain N. Tait, will be despatched for the above port on FRIDAY, the 27th inst., at 4 P.M.

This Mail Steamer is provided with superior accommodation, and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess-carried.

Return Ticket, issued by this Company, are available for return by steamers of the Line.

A. S. MITHARA, Manager.

Hongkong, 21st September, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 28th September, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
**H. A. RITCHIE,**  
Superintendent.

Hongkong, 16th September, 1901.

## VESSELS ON THE BERTH

## U. S. MAIL LINES

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th November, at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.

THE O. & O. S.S. Co.'s Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan and the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; or the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE. Passengers who do not hold round-trip tickets but who have paid full first-class fare from Hongkong, call in and Orient to the United States, Canada or Europe, and re-embark at San Francisco, Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Alaska, to Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the day previous to sailing; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to ports in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 25th September, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 19th September, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 10th Oct.

THE Steamship "STRATHGYLE" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE and YOKOHAMA on THURSDAY, the 10th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 24th September, 1901.

## NO. RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

CELESTE BUREAU, British ship, Jeffrey.

HELEN A. WYMAN, American ship, Vanton.

Arnold, Karlsruhe & Co.

L. P. CHAPMAN, American ship, Chapman.

Arnold, Karlsruhe & Co.

L. SCHEFF, American ship, O. S. Kendall.

Carlowitz & Co.

Hongkong, 19th September, 1901.

## VESSELS ON THE BERTH

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN VIA SWATOW.

THE Company's Steamship

"LOKSANG"

Captain Leach, will be despatched as above on SATURDAY, the 28th inst., at 3 P.M.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
General Managers.

Hongkong, 21st September, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 29th inst.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 23rd September, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"

Captain S. Arai, will be despatched for the above ports on WEDNESDAY, the 9th October at DAYLIGHT.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 25th September, 1901.

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"LONGSHIPS"

Captain Moore, will be despatched as above on or about 15th October.

For Freight, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 11th September, 1901.

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK.

THE full-powered Steamship

"CLAUDEDALE"

will be despatched for the above port on the 5th November.

For Freight, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 21st September, 1901.

## SHEWAN TOMES &amp; CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA"

Captain A. Smith, will be despatched for the above port on 10th November, 1901.

For Freight, apply to  
**SHEWAN TOMES & CO.,**  
Agents.

Hongkong, 23rd September, 1901.

## CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resisting.

The Best Nitro-Powder in the World.

Price of 12-BORE CARTRIDGES.

Loaded with... With Powder...

Powder only: and 1 oz. of Shot...

Primrose Cases ... \$5.65

Paganini Cases ... 6.25

Ejector Brass Cases, 6.90

5 per cent. discount on orders of 1,000 and over.

Apply to  
**Wm. SCHMIDT & CO.,**  
Gunmakers.

Hongkong, 27th July, 1897.

## TEANG FOO &amp; CO.

SAM. WING HING

COAL MERCHANTS.

No. 49, DES VUEX ROAD CENTRAL.

Telephone No. 329.

Hongkong, 23rd September, 1901.

## THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Broussais, Jobert, Velpeau, and others, combats all the diseases to be sought in a medicine of the kind, and cures everything hitherto...

**THERAPION No. 1** markedly shortens the time of recovery, removes all discharges from the urinary organs, dissolves all concretions, cures all diseases of the bladder, and restores the vitality of the system.

**THERAPION No. 2** for all cases of gonorrhoea, urethritis, cystitis, and all diseases of the urinary organs, and restores the vitality of the system.

**THERAPION No. 3** for all cases of syphilis, and restores the vitality of the system.

**THERAPION No. 4** for all cases of leprosy, and restores the vitality of the system.

**THERAPION No. 5** for all cases of skin diseases, and restores the vitality of the system.

**THERAPION No. 6** for all cases of eye diseases, and restores the vitality of the system.

**THERAPION No. 7** for all cases of ear diseases, and restores the vitality of the system.

**THERAPION No. 8** for all cases of nose diseases, and restores the vitality of the system.

**THERAPION No. 9** for all cases of throat diseases, and restores the vitality of the system.

**THERAPION No. 10** for all cases of lung diseases, and restores the vitality of the system.

**THERAPION No. 11** for all cases of stomach diseases, and restores the vitality of the system.

**THERAPION No. 12** for all cases of liver diseases, and restores the vitality of the system.

**THERAPION No. 13** for all cases of spleen diseases, and restores the vitality of the system.

**THERAPION No. 14** for all cases of pancreas diseases, and restores the vitality of the system.

**THERAPION No. 15** for all cases of gall bladder diseases, and restores the vitality of the system.

**THERAPION No. 16** for all cases of intestines diseases, and restores the vitality of the system.

**THERAPION No. 17** for all cases of rectum diseases, and restores the vitality of the system.

**THERAPION No. 18** for all cases of bladder diseases, and restores the vitality of the system.

**THERAPION No. 19** for all cases of prostate diseases, and restores the vitality of the system.

**THERAPION No. 20** for all cases of urethra diseases, and restores the vitality of the system.

**THERAPION No. 21** for all cases of penis diseases, and restores the vitality of the system.

**THERAPION No. 22** for all cases of testis diseases, and restores the vitality of the system.

**THERAPION No. 23** for all cases of epididymis diseases, and restores the vitality of the system.

**THERAPION No. 24** for all cases of vas deferens diseases, and restores the vitality of the system.

**THERAPION No. 25** for all cases of spermatic cord diseases, and restores the vitality of the system.

## HONGKONG.

Alcoa, British steamer, 1,252, Mansford, Sept. 24, D. E. Brown.

Amigo, German str., 822, Hansen, Sept. 22, Jensen & Co.

Anping Maru, Jap. str., 1,058, Atsami

